

GOVERNOR'S ADVISORY COUNCIL ON AVIATION

Location: Little America Hotel & Resort, Flagstaff, AZ

Date: April 27, 2005

Time: 1:30 p.m.

Members Present: David Krietor, Mike Covalt, Robert Littlefield, Victor Mendez, Barbara Harper, Bonnie Allin, John Mills. Absent: Stacy Howard, C.A. Howlett, Ronnie Lopez

Also present: Barclay Dick, Kim Stevens, Tammy Martelle

I. Opening Comments:

Bonnie Allin, Tucson Airport Authority, opened the meeting by welcoming everyone.

II. Introduction of Council and New Council Member:

Mike Covalt, Airport Manager, Flagstaff Airport

David Krietor, City of Phoenix Aviation Department

Bob Littlefield, Scottsdale City Council, Chairman of Scottsdale City Council Aviation Subcommittee;

Victor Mendez, Director of Arizona Department of Transportation

Barbara Harper, Tucson Airport Authority Operations Committee, and retired airline pilot

John Mills, Air Operations Department at Marine Corps Air Station in Yuma

Bonnie Allin: President/CEO, Tucson Airport Authority

III. Review and Approval of January 31, 2005 Minutes

Council reviewed the minutes from the 1/31/05 meeting. Victor Mendez moved to approve the minutes, seconded by Barbara Harper. None opposed. Minutes approved.

IV. Airport Capacity Subcommittee Review – Barbara Harper

The subcommittee defined airport capacity as the ability of an airport to handle a given volume of traffic demand within a specified time period.

Richard Corbett, Pima Association of Governments (PAG) gave a presentation regarding Pima County and its expectations. PAG is in a continuous planning mode with the counties airports. PAG has the master plan from Tucson International and is in the midst of getting master plans from various airports in southeast Arizona to incorporate into the counties air transportation plan.

David Krietor, Co-Chair – The capacity subcommittee plans to address Pima and Maricopa Counties first to develop a basic knowledge and then to follow up with either one or a series of meetings to look at capacity issues in the state and how they relate to the military. MAG is currently in the process of doing a new RASP for Maricopa County. For Maricopa County, between 2005 and 2025 passenger activity is projected to increase from 40 million to over 80 million passengers. For Maricopa County, MAG forecasts an increase in general aviation based aircraft from 4,000 to 7,600 with operations increasing from 2 million to over 3 million. For commercial aviation, operations are projected to increase from 600,000 to over 1 million. The RASP process looks at maintaining the status quo, using improved technology, maximizing the existing airports and/or building new airports.

Barbara Howard requested information from other airport representatives in Arizona.

V. Report of the Land Use Subcommittee – Bob Littlefield

Land use can be defined by three issues; noise and the impact on people, safety concerns and over flights. The initial goals are to define the scope of the problem and outline the scope of work to undertake. This would determine the recommendations the Council would make for new Legislation to help solve land use issues and potential funding. One item identified by general agreement was that the FAA definition of noise is inadequate to deal with the issue of noise, as residents around airports perceive it.

Mr. Hardison of Buckeye gave a presentation talking about the explosive growth in Buckeye, which is poised to grow even larger by 2010. They are concerned about dealing with persons who are not airport friendly.

Jill Merrick gave a presentation about how Tucson International Airport is dealing with noise and its ability to work with local governments to discuss the noise issues and the development of housing in the area.

Other groups to be included in the process as the committee moves ahead are, land use planners and real estate persons. The need for outreach to the League of Cities and Towns was discussed.

VI. Availability of Federal Funding – Tammy Martelle

Information was provided for possible additional federal funding. All information was included in a packet provided to Council. She started with research through the Catalog of Federal Domestic Assistance. This document contains financial and non-financial assistance programs administered by departments and establishments of the federal government including all federal grants available.

The information was divided into three categories: air transportation, miscellaneous and other possible grant funding. The tables identify the number, title, federal agency and objective of each grant. Behind each table is the actual grant information with the applicable grant highlighted for the Council's convenience.

Information was requested from the NASAO contact for each State. The information indicated the majority of funding comes from the AIP program. However, other funding sources were mentioned, such as: The Department of Homeland Security, NASA, Department of Defense, Department of Health Services, the Department of Agriculture, Department of Commerce, Economic Development Agency, and the FAA/Facilities and Equipment projects thru federal appropriation (NAVAIDS).

There were four websites visited that were very helpful. They are:

1. www.cfda.gov
2. www.grants.gov
3. www.epa.gov
4. www.fema.gov

The President is proposing a \$600 million cut in AIP funding for fiscal year 2006. NASAO discussed the projection of this cut meaning a reduction in each state's "apportionment" and "discretionary", as well as a suspension of the Non-Primary Entitlement (\$150,000). More trust fund money will be used to fund FAA operation instead of providing for airport improvements.

Bonnie Allin requested that this information be made available to all airports upon request.

Bonnie Allin reported the proposed cut in the AIP grant funding would mean significant pain to the airports. As we understand the formulas, the proposed reduction in funding would significantly harm small airports, particularly general aviation airports. There is a possibility of 75% to 90% cuts in grant funding for some airport categories including general aviation. Individual airport operators or communities that represent and operate airports need to be proactive with the Congressional delegations.

Victor Mendez reported that in early March, the Arizona's Congressional delegation was contacted by ADOT about the concerns with the AIP cuts. He suggested that everyone contact the Congressional delegation.

Dave Krietor reported that the City of Phoenix has contacted all of the members of the Arizona delegation.

VII. Call to the Public

Bonnie Allin thanked everyone for participating in this meeting.

Arv Schultz – President of Arizona Pilots Association (APA) ~

Arizona Pilots Association has a great deal of concern about capacity. Arizona needs more capacity not less. The State Land Department (SLD) recently closed 5 airports located on State Trust Land. There are 56 airports located on State Trust land that have the potential for closure. Some airports are at capacity and others approaching capacity. To reduce the number of airports throughout the state would increase the problem.

APA is proposing an Adopt-an-Airport program, which would utilize volunteer sources to help maintain some of the airports. APA will present the plan to the Aeronautics Division Director. APA would then like to get the SLD to take another look at the airport closures that have been made.

Discussion regarding the possible reasons for the closures included; high liability coverage, length of required lease, and maintenance costs.

Leases ~

Leases longer than 10 years would have to go out for bid, which might result in real estate developers outbidding. Legislation that passed the House but not the Senate would have opened up the possibility of 25-50 year leases on State Land for aviation purposes only. There is a current Statute that provides for recreational and educational purposes for land use and limits the state's liability for activities taking place on that land. The only liability for the state would be in the event there is gross negligence involved.

Ray Boucher, Aeronautics Division said the SLD has revised its liability insurance policy requirements for airports on state land. He understands it to be:

A \$1 million policy that permits personal use of the airstrip (no operation at the airport that could result in an environmental impact);

A \$2 million policy that permits personal use and occasional use by others, but no commercial activity at the airstrip;

A \$5 million policy that would allow commercial activity at the airstrip.

Ted Anderson, Payson Airport Manager called the Council's attention to fire fighting support requirements at airports. Currently there are problems with support of the larger air tankers that are based throughout the State. The state is currently in the middle of a 15-30 year drought, which makes firefighting capabilities very important. He would like the Council to look into the placement of the airports for possibly providing firefighting support.

Discussion continued for concern on the impact of the airport operations. The concern was more for providing areas and airports to adequately provide firefighting services in the future. Moving from a large heavy air tanker capability has been reduced in the state and using smaller aircraft that will have to go to other areas and helicopter operations to support fires.

Bonnie Allin suggested that the capacity and land use subcommittees look into the issue of the adequacy of fire fighting.

VII. Adjournment

Bonnie Allin - thanked everyone for their attendance and providing feedback. She reminded everyone not to hesitate to contact the Council through the ADOT/Aeronautics staff if there are any comments or concerns of the future that they would like the Council to consider.

David Krietor moved to adjourn the meeting; Mike Covalt seconded the motion, which passed unanimously.